

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 07/25/2002

DEN02LA026		02/18/2002		Englewood, CO		Aircraft Reg No. N6444C		Time (Local): 11:48 MST					
Make/Model:		Beech / B36TC				Fatal		Serious		Minor/None			
Engine Make/Model:		Continental / TSIO-520-UB				Crew		0		0		1	
Aircraft Damage:		Substantial				Pass		0		0		1	
Number of Engines:		1											
Operating Certificate(s):		None											
Type of Flight Operation:		Personal											
Reg. Flight Conducted Under:		Part 91: General Aviation											
Last Depart. Point:		Marfa, TX				Condition of Light:		Day					
Destination:		Same as Accident/Incident Location				Weather Info Src:		Weather Observation Facility					
Airport Proximity:		On Airport				Basic Weather:		Visual Conditions					
Airport Name:		Centennial				Lowest Ceiling:		22000 Ft. AGL, Broken					
Runway Identification:		35L				Visibility:		10.00 SM					
Runway Length/Width (Ft):		7004 / 77				Wind Dir/Speed:		360 / 004 Kts					
Runway Surface:		Asphalt				Temperature (°C):		9					
Runway Surface Condition:		Dry				Precip/Obscuration:		None / None					
Pilot-in-Command		Age: 53				Flight Time (Hours)							
Certificate(s)/Rating(s)						Total All Aircraft:		1102					
Private; Single-engine Land						Last 90 Days:		60					
Instrument Ratings						Total Make/Model:		852					
Airplane						Total Instrument Time:		161					

The pilot said the landing approach was "a little fast, a little high," so he retarded the throttle and flared "too high." The airplane struck the runway "hard" with its nose landing gear, bounced, and touched down again. The nose landing gear collapsed and the airplane skidded to a halt off the left side of the runway.

Brief of Accident (Continued)

DEN02LA026 File No. 12062	02/18/2002	Englewood, CO	Aircraft Reg No. N6444C	Time (Local): 11:48 MST
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Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
1. (C) FLARE - PREMATURE - PILOT IN COMMAND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
The pilot flaring the airplane prematurely, which resulted in a hard landing.